Right lines or less constitute a square. Advertisements should be handed in by twel-'clock, m.

RAILROADS.

RALTIMORE AND ONIO BAILBOAD Washington, Jan. 5, 1865.
Trains between Washington and BALT?
MORE, and Washington And THE WEST
are now run as follows, vis:
FOR HALTIMORE.
Leave daily, except Sanday, at 6, 20, 7, 30, and
11, 15 a. m., and 2, 30, 4, 35, and 7, 30 p. m.

FOR ALL WAY STATIONS. WAY STATIONS SOUTH OF ANNAPOAIS

JUNCTION, Leave at 6 and 6.23 a. m., and at 2.30 and 4.40 p. m.

POR ANNAPOLIS.

Leave at 6.30 and 7.30 a. m., and 4.35 p. in

No train to or from Annapolis on Sunday.

ON SUMDAY.

ON SUMDAY.

POR BALTIMORE.

Leave at 7.30 a.m., and 2.50 and 7.50 p. m.,

POR WAY STATIONE.

Leave at 7.30 a.m. and 4.30 p. m.,

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and

30 p. m.

p. m. a Sunday, at 7.30 p. m. only, connecting clay Station with trains from Baltimore to On Sunday, he with trains from Baltimore to at Relay Station with trains from Baltimore to Wheeling, Parkershurg, Av.
Through tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office in the American Telegraph Baltiding, Pennaylvania avenua, between Pour and—a half and Stath sirees.

For New York, Philadelphia, and Boston, see advertisement of "Through Lies."

Master of Transportation.

General Ticket Ageal.

GRO. S. KOONTE, Ageat,

Ja8-tf

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIRROT LINE ENTIRELY COM-

STAGING ENTIRELY DISCONTINUED. MILES SHORMER AND S HOURS QUICKER THAN BY ANY OTHER ROUTE.

TWICE DAILY.
On and after MONDAY, September 25, the old and favorite line from WASHINGTON, via PRED-RHICKSBURG, to RICHMOND, will be rea TWICE DAILY, (Sunday nights excepted.) as fol-

TWICE DAILY, (Sunday nights excepted,) as follows:
The fast and commedious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDER-BILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice saily, (Saaday nights excepted,) at 7a. m., and 8.49 p. m., arriving at Aquia Greek by 10.50 a. m., and 2.50 p. m., and thence by the Richmond, Fredericksburg, and Potomac Railroad, now eatiraly completed, to Richmond, arriving there at 2.20 p. m., and 2.50 a. m., affording in Richmond, and making connections with the Bichmond and Petersburg.
The steamer leaving Washington at 8.45 p. m., arrives in Richmond at 50 a. m., affording anjet time for breakfast, and connection with the Richmond and Danville trains for Danville, Va., recently of the State of the

Joidsborougn, and wanning the property of the control of the contr

oness and manages and unanges as to convey passengers and unanges by the Line pass by daylight Monatingers by this Line pass by daylight Monating and may have an epportunity of visiting i battle-fields near Frederickaburg, by at that point had from New York, Pale hars it

PHILADELPHIA, WILMINGTON, AND

TIME TABLE.

Commencing MONDAY, December 19th, 1864, trains will leavendepot, corner of Broad street and Weshington Evenue, as follows:

Hypress Train at 4.05 a. m., (Mondays excepted, for Baltimors and Washington, stopping at Wilmington, Porryville, Havre-de-Grack, at Wilmington, Porryville, Havre-de-Grack, Porryville, at Wilmington, Perryville, Harre-de-Orace, Aberdeen, Perryman's, and Magnolia. Way Mail Train at 5, 15 a. m., (Sundays ex-cepted,) for Haitimore, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Milford, Sallabury, and interme-diate sialtons.

Train at 1.16 p. m., (Sondays ex-F Baltimore and Washington, stopping Wilmington, Elkton, Perryville, I Havre-de-Grace. Express Train at 3.50 p. m., (Sundays ex-ted.) for Baltimore and Washington, stopping Wilmington, Newark, Elkton, Northeast, rryville, Havre-de-Grace, Perryman's, and grotte.

Agnolia.

Mighi Express at 11.15 p. m., for Saltimore Mighi Express at 11.15 p. m., for Saltimore and Washington passengers,) Vilinington, Newark, Elkion, Sorthasa; Peryille, and Havre-de-Grace.

Passengers for Fortress Monroe will take the

8.15 a. m. train.
ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilming-

on—
Leave Philadelphia at 11.00 s. m., 4.00, 5.30
und 10.00 p. m. The 4.00 p. m. train sennecia
with Delaware Halirond for Milford and intermediate stations.
Leave Wilmington at 7,15 and 9,30 a. m., 1,30 and 6,30 p. m.
THROUGH THAINS FROM BALTIMORS—
Leave Wilmington at 12 m., 4,24, 5,35 and 9,54

Leave Wilmington for Philadelphia at 6.5

PROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 2. 25 a. m., Way Yatin 5. 25
p. m., Express; 4. 25 p. m., Way Yatin 6. 25
p. m. Express; 5. 25 p. m. Express; 6. 25
p. m. Express; 5. 25 p. m. Express; 6. 25
p. m. Express; 7. 25 p. m. Express; 6. 25
p. m. Express; 7. 25 p. m. Express; 6. 25
p. m. Express; 7. 25 p. m. Express; 6. 25
p. m. Express; 7. 25 p. m. Express; 6. 25
p. m. Leave Wilmington at 6. 15, 9. 40 a. m., 2. 25
p. 66 and 12. 25 p. m. with passenger ear attached, will leave Wilmington for Ferryville and intermediate stations at 7. 25 p. m. [as 1]

Expression of the Excessor Omnuss Compage deposits of the inclusion of the compoundation of the company will be several and intermediate stations at 7. 25 p. m. on Mondays.

[as 1] H. F. FERNAY, Superintendent.

[as 1] H. F. FERNAY, Superintendent.

## Daily National Republican.

WASHINGTON, D. C., FRIDAY EVENING, JANUARY 19, 1866.

The Official Advertisements of all the Executive Departments of the Covernment are Published in this Paper by Authority of THE PRESIDENT.

BAILBOADS. GREAT PENNSYLVANIA BOUTE TO BORTH AND WRST. FOUR DAILY TRAINS.

WINTER SCHEDULE: 

TWO TRAINS ON SUNDAY, Leaving Washington at 3.30 and 7.30 p. m SLEEPING CARS ON ALL MIGHT TRAINS.

LOW PARK AND QUICK TIME. Care reas through from Baltimore to Pittsburgh, Bele or Hissins, without change.

Dargh, Bele or Hissins, without change.

Desired To Tokes and any information apply at the property of the great property of the property of the Pelany of the

1864 ABBANGEMENTS 1864 NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADEL-PRIA AND TREETON BAILROAD COMPA-RIES' EVENE.

PROM PHILADELPHIA TO NEW YORK AND WAY PLACES. WALNUT STREET WHARY AND

WILL LEAVE AS POLLOWS, VIE: Fare. m., via Camden and Jersey Cityvia Camden and Jersey City—
via Camden and Jersey City—
g Express . 2 56
via Camden and Jersey City—
via Camden and Jersey City—
w Ticket . 2 25 At Sa. m., via Camden and Jersey City—

Bit Class Ticket.

At 11 a. m., via Konsington and Jersey
City—Express
At 12 m., via Camden and Amboy—C. and
A Accommodation.

1 25
At 2 p. m., via Camden and Amboy—C. and
A Express At 2 p. m., via Camden and Amboy—C. and
A. Express.
At 3 p. m., via Heastington and Jersey
City—Washington und M. Y. Express. 2 be
At 65 p. m., via Heastington and Jersey
City—Freening Mail. . . . 5 De
At 115 p. m., via Heastington and Jersey
City—Southern Mail. . . . 5 De
At 115 (Night, via Heastington and Jersey
city—Southern Marpress. . . . . 5 De
At 0 p. m., via Camden and Amboy—Ascommodation (freight and passenger.)
It class ticket. . . 2 De
The 5.10 p. m., Evening Mail and the 1. 20
(Night) Southern Express will run daily, (all
others, Sundays excepted.)

PHILADELPHIA AND NEW YORK LINES. Leave Wainut street wharf at 6 and 8 a. m., 13 m., and 2 p. m.

Leave Kennington Depot at 11, 15 a. m., 2. 28, 5. 30 and 6, 45 p. m., and 12, 50 a. m. (night.)

The 6, 45 p. m. line runs dally; (all others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES. HEW YORK AND PHILADELPHIA ALIRE, Leave foot of Barcley street at 6 a. m. and 2 P. m. From foot of Cortland street at 7, 8, and 10 a. m., 12 m., 4 and 5 p. m., and 13 night. The 6 p. m. lies runs d.lly; (all others, Sag-days excepted.) W. H. GATEMER, Agent, Philadelphia and New York Lines. PHILADELPHIA, Dec. 23, 1863.

1865 WINTER ABRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILBOAD.

TWELVE DAILY TRAINS. On and after MONDAY, October 16, 1865, trains

On and after MONDAY, October 16, 1865, trains will leave the Union Passenger Depot, corner of Washington and Liberty atreets, Pittsburgh, Pa., as follows:

DAY EXPRESS, dally except Hunday, at 2.00 a. m., stepping at Johastown, Conemangh, Guiltisen, Altonga, and all principal utations, and making direct counsections at Harrisburg for New York, Builtimore, and Washington, and at Philadelphia for New York, Builtimore, and washington, and at Philadelphia for New York, Boston, and intermediate points.

delphia for New York, Boston, and intermediate points.

ALTONA ACCOMMODATION, daily except Sanday, at 5.60 a m., stopping at all regular stations between Fittsburgh and Altona, and making close connection with trains on the Indians Branch, West Founsylvania Railread, Resaburg, and Crasson Railroad, and Hollidaysburg Branch, PITTBURGH AND ERIE MAIL, daily screep, Souday, at 7.50 a. m., stopping only at Consumanth, Galittee, Altona, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

MAIL ACCOMMODATION, daily (except Sunday) at 1.40 a. m., stopping at all regular stations between Pitteburg and Harrisburg, making connections with trains on the Benaburg and Crasson railroad and Hollidaysburg railroad.

connections with trains on the Ebenatury and Crescon raitroad and Hulldaysburg raitroad. PHILADELPHIA EXPESS, daily at 4.25 p. m., stopping at Latrobe, Bisirrville intersection, Johnstown, Conennug, Galliter, Altoon, Huntingdon, Lewistown, Minita, Newport, Maryaville, Harrisburg, Lancaster, and Dwaingtowe, At Harrisburg direct connections are made fer New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points. Siepping cars run through on

this train from Pittaburg to Philadelphia, and Baitimores, and to New York by the Allentows route.

JOHNSTOWN ACCOMMODATION, daily (except Sanday) at 4.30 p.m., stopping at regular stations between Pittaburg and Conemangh, and connecting at Hisiraville intersection with trains on the indiana Branch and West Pennsylvania railroads.

FART LIME, daily, except Sanday, at 9,30 p.m., stopping only at Conamangh, Galilizas, altoons, Bunningdon, Lewistowe, Mintin, Newyort, Maryaville, Harriaburg, Middietown, Lancaster, and Downingtown, making consection at Harriaburg, Siddietown, Lancaster, and Downingtown, making consection at Harriaburg, Siddietown, Lancaster, and Downingtown, making consection at Harriaburg, Statistics and Statistics, and through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wall's Station leaves daily (except Standay) at 3.00 a.m.

Bescond Ascommodation Train for Wall's Station leaves daily (except Standay) at 3.00 m.

Third Accommodation Train for Wall's Station leaves daily (except Standay) at 3.00 p.m., Fourth Accommodation Train for Wall's Station leaves daily (except Standay) at 3.00 p.m., Fourth Accommodation Train for Wall's Station leaves daily of the Station leaves daily (except Standay) at 3.00 p.m., Fourth Accommodation Train for Wall's Station and Station between Philaburgh and Penn, at all stations between Philaburgh and Penn, at all stations between Philaburgh and Penn, at 10.30 p.m., The Church Train leaves Wall's Station every

	THROUGH TRAINS FROM BALTIMORE Leave Wilmington at 12 m., 4.24, 5.35 and 9.54 p. m.	leaves daily (except Sunday) at 3.35 p. m.	H
	CHESTER FOR PHILADELPHIA-Leave Ches- ter at 5.15, 10.14 a. m., 12.86, 5.15, 4.54, 7.20	tion leaves daily (except Sunday) at 6.05 p. m. Accommodation for Penn Station, stopping at	н
	and 9.05 p. m. SUNDAY TRAINS.	all stations between Pitteburgh and Peun, at 10.30 p. m.	ne
	Express Train at 4.05 a. m. for Baltimore and Washington, stepping at Wilmington, Parry-	The Church Train leaves Wall's Station every Sunday at 9.06 a. m., and arriving in Pitteburgh	th
	ville, Havre de Brace, Aberdeen, Parryman's and Magnella. Night Express at 11.15 p. m. for Baltimore	at 10.05 a.m. Returning leaves Piltsburgh at at 12.50 p. m., and arrives at Wall's Station at	
	and Washington, stopping at Chester, (for Balti-	Returning Trains arrive in Pittaburgh as follows:	
,	more and Washington passengers.) Wilmington, Newark, Elkton, North-East, Perryville and Hayra-de-Grace.	Mail	D
	Accommodation Train at 10 p. m. for Wil-	First Wall's Station Accommodation. 6.26 a.m. Penn Accommodation. 7.50 s.m.	ul
	Leave Baltimore at 9, 25 p. m., stopping at	Second Wall's Station Accommodation S.50 a.m. Johnstown Accommodation 10.05 a.m.	801
	Havre-de-Grace, Perryville and Wilmington. Also stops at Elkton and Newark (to take pas-	Pittsburgh & Erie Mall	R
	sangers for Philadelphia and leave passengers from Washington or Baltimore,) and Chester to	Third Wall's Station Accommodation 200 p. m. Philadelphia Express	PI
	leave passengers from Baltimore or Washing- ton.  Luave Wilmington for Philadelphia at 6,80		*y
	D. In.	An Agent of the Excelsior Omnibus Company will pass through each train before reaching the	

Mational Republican

THE EQUAL SUPPRAGE BILL. The debate on the equal suffrage bill was continued in the House yesterday afternoon. Mr. CLARKE, of KARSES, opened in favor of the bill. Mr. JORSSON, of Pennsylvanis, followed upon the other side. Mr. Boutwerl. I speech in support of the bill we shall print in full bereafter.

The question being on recommitment with instructions, the House struck from the in-

Verry, Marvin, Griswold, Miller, Ha'e, Moorhead, Hart, Morris, Hapes, Myers

Buckland,	Henderson,	O'Neill.
Clarke, Ohio,	Hooper,	Plants,
Conkling.	Hulburd,	Raymond.
Darling,	Humphrey, Ja	m, Rice, Mass.
Davis,	Jenekes,	fichenck,
Dawes,	Kaston,	Still well.
Defrees,	Ketcham,	Trowbridge.
Delano,	Knykendall,	Yan Horn, N. Y.,
Deming.	Laftin.	Van Horn, Mo.,
Dixon,	Latham,	Warner,
Driggs.	Lawrence, Pa.	Washburn, Mass
Mckley.	Lawrence, Oh	o, Woodbridge-33
Eggleston,	Longyear,	
Allen	NAYS.	144 E
Alley,	Harding, Ky.,	Price,
Allieon,	Harding, Ill.,	Hadford, Randall, Pa
Ames,	Higby,	Randall, Pa .
Ancons,	Hill.	MADGAIL, NY.,
Ashley, Novad	a, Hogan,	Rice, Matne,
Ashley, Ohio,	Holmes,	Ritter,
Haker.	Hubbard, low	A. Rogers,
Baldwin,	Hubbard, W. V.	a. Rolline,
Barker,	Hubbard, N.Y	Ross,
Bakter,	Hubbard Cour	L, Bawyer,
Beaman,	Hubberd Cour Bubbell, N. Y	is Scotteld,
Benjamin,	Humphrey, J. 1	M. Shankiin.
Bergen,	Ingersoli,	Shellaburger,
Bidwell,	Johnson,	hitgreaves,
Bingham,	Jones,	Sloau,
Statue,	Julian,	8mith,
Boutwell,	Kelley,	fipalding.
Soyer,	Kelso,	blarr,
brooks,	Karr,	Stevens,
Broomail,	Le Blond,	Strouse,
Bondy,	Loan,	Taber,
haster, larks, of Kan	Lynch.	Taylor,
larke, of Kan	Marshall,	Thayer,
lobb,	Marrico,	Thomas, Francis,
ook,	MeCiurg.	Thomas, J. L., Jr.
allom,	McCuliongh,	Thornton,
DAWNOR,	McKee,	Trimble,
Denison,	Mercur,	Upaon,
Connelly,	Morrill,	Van Astram,
lidridge,	Moulton.	Voorhees,
illot,	Niblack,	Ward,
arnaworth,	Michelson,	Washburne, III.,
arquhar,	Noell,	Welker,
inck,	Orth,	Wentworth.
arfield,	Pates,	Williams,
lossbreuner,	Patternon,	Wilson, lows,
godyear,	Perham,	Wilson, Pa.
erider.	Pholos.	Windom

Goodyear. Perham, Wilson, Pa., Grider, Pheips, Wilson, Pa., Grider, Pheips, Window, Orianell, Pomeroy, Window, 117 The House then voted on the bill as originally intraduced by Mr. Kelley, of Pennsylvania, and reported back by Mr. Wilson, of Iowa, from the Committee on the Judiciary, without amendment, and which is as follows: He st encetad by the Senate and House of Representatives of the United States of America in Congress assembled, That from all laws and parts of 'laws prescribing the qualifies time of electors for any office in the District of Columbia the word "white" be, and the same is hereby, stricken out; and that from and after the passage of this act no person shall be disqualified from voting at any election held in the said District on account of Color.

color.

Sec 2. And be it further enacted, That all acts of Congress and all laws of the State of Maryland in force in said District, and all ordinances of the otties of Washington and Georgetown inconsistent with the provisions of this act, are hereby repealed and annulled. The bill was passed—yeas 116, nays 54, as follows:

follows:		
12 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	YEAS.	and all
Alley,	Parry. Garfield,	O'Meill,
Allixon,	Garneld,	Orth,
Amee,	Grinnell,	Paine,
Ashley, Ohio,	Griswold,	Patternon.
Baker,	Hale,	Perham,
Baldwin,	Harding, Ill.	Pike,
Banks,	Hari,	Plants,
Barker,	Hayes,	Pomeroy,
Baxter,	Highy, Holmes,	Price.
Boaman,	Holmes,	Raymond,
Bidwell,	Hooper.	Rice, Mass.
Bingbant,	Hubbard, lows.	Rice, Mass.,
Bining,	Hubbard, N. Y., Rubbard, Ct.,	Rolling,
Blow,	Hubbard, Ct.,	Sawyer,
Boutwell,	Halbard,	Schonek.
Brandegee,	Rumphrey, J.,	meonald.
Bromwell,	Ingersoll,	Shellabarger,
Broomall,	Jenckes,	Bloom.
Buckland.	Julian,	Spalding.
Wondy,	Kannon,	Htarr,
Clark, Ohio.	Kelley.	Stevane,
C trke, Kan.,	Kelso,	Thuyer
Cobb,	Ketcham,	Thursday, P.
Conkilng,	Ladia,	Thomas, P.
Cook.	To an annual and the	
Cutlom,	Lawrence, Ohio	Van Aernam
Darling,	Lawrence, Ohio Loan,	Van Horn N
Davis,	Lougyear,	Ward,
Dawes,	Lynch,	Warner,
Defrees,	Marsiou,	Washburne, I
Delano,	Marvin,	Washburn, M.
Deming,	MeClung,	Welker,
Dimon.	Mercur,	Wentworth,
Donnelly,	Miller,	Williams,
Drigge.	Moorhead,	Wilson, Iowa.
Driggs, Bukley,	Morrill,	Wilson, Pa.,
Regleston,	Morris,	Windom,
Eliot,	Moulton.	Woodbridge-1
Parnsworth,	Myara.	
	Myers, NAYS.	
Ancons.	Hill,	Radford,
Anderson,	Hogan,	Randall, Pa.,
Ashley, Nev.,	Hubbard, W. Va.	Randall Kv
Beulamin,	Hubbell, N. Y	Ritter,
Bargen,	Humphrey, J.M.	Rogers,
Boyer,	Johnson,	Ross,
Brooks,	Jones,	Shanklin,
Chanler,	Kerr.	Sitgreaves,
Dawson,	Kuykendall,	Wmith,
Dealson,	Latham,	Stillwell,
Eldridge,	La Blond,	Strouse,
Farquhar,	Marshall,	Tabor,
Finck,	McCallough,	Taylor,
Glossbrenner,	McKee,	Thornton,
Condvest	Niblack,	Trimble.
Goodyear,	Nicholson,	Trimble, Van Hern, Mo
Orider,	Noell.	Vanatara, 200
Harding, Ky.,	ALCOURTS.	Voorbees,

When the result of the vote was an unced, applause followed from the floor an

The House then adjourned.

TO MEMBERS OF CONGRESS.

Senators and Representatives can have the DAILY NATIONAL REPUBLICAN delivered regularly and promptly at their residences, in wrappers, by ordering it through the Secretary of the Senate, the Clerk of the House of Representatives, or at the office of the Br-PUBLICAN, No. 511 Ninth street, near Pennsylvania avenue.

Way is a beggar prevented by his name from repairing his clothes? Because he's s mend.i-can't.

Way is the ballad of Cook Robin's death ike the letter C<sup>2</sup> Bucause it makes a clark f the lack.

Way are A. E. and U the handsomest of he vowels? Because you cannot have beauty without them.

Aminal Report of the Superintendent of Public Printing, Showing the Condition of the Public Printing and Binding.

OFFICE SUPERINDENT PUBLIC PRINTING, WASHINGTON, JANUARY 18, 1860.

SIR: Herewith is submitted the thirteenth annual report of this office, showing the condition of the public printing, binding, &c., in order that it may be high before the House. Very respectfully, your obedient servant, Jsc. D. DRYREES, Superintendent of Public Printing.

HON. SCRUTLER COLFAX, Speaker of the House of Representatives.

How. Scaure en Colerax,
Speaker of the House of Representives.

Speaker of the House of Representives.

Washington, January 16, 1886.
The ninth section of the Joint resolution approved on the Edd of June, 1860, authorizing the establishment of a printing office and bookhindery in this city for the execution of the public printing and binding, makes it the duty of the Suprintendent to report annually to Congress "the exact condition of the public printing, binding, and engraving, the amount and cost of all such printing, binding, and engraving, the amount and cost of all paper purchased for the same, and such further information as may be within his knowledge in regard to all matters compected therewith." And the second section of the same joint resolution directs that the Superintendent report annually to Congress "the number of hands employed," and the length of time each has been employed."

In compliance with these provisions, I have the honor to submit this report, with statements made up for the year ending on the 30th of September, 1865, as follows:

No. 1. Printing for Congress and its cost (revolutive of paper and engravings) at the prices fixed by the printing set of 1852.

No. 2. Printing for the Executive and Judicial Departments, at the same prices.

No. 3. Showing the disbursements on account of the public printing, or the actual cost of the printing stated in Nos. 1 and 2, under the present system.

No. 4. Disbursements for paper for the public printing.

ablic printing. No. 5. Disbursements for lithographing

No. 5. Disbursements for lithographing and engraving.
No. 6. Disbursements on account of the public binding.
No. 7. Showing the cost of the same binding at the prices paid previous to the establishment of the Government bindery.
No. 8. Number of hands employed, the length of time such has been employed, and the amount paid each.
THE BUILDING, MACHINERY, ETC.
The appropriation of \$51,000 made at the last session of Congress for increasing the size of the building used for the Government Printing Office and Bindery has been expended by the Secretary of the Interior and myself, in accordance with the provisions of law. The addition to the building is 60 by 75 feet, making the entire building is 60 by 75 feet, making the entire building 300 feet long, by a depth of from 60 to 75 feet, and four stories high, affording capacity for working nearly one thousand persons. The mechinery added embrades twelve first-class Adams printing presses, manufactured by Messra. Hos & Co., of New York, at a cost of \$15,000. The establishment is new believed to be complete in all its departments, and capable of executing all the work raquired with great dispatch. A detailed schedule of all the monthusery and implements in the building would occupy too much space in a report of this character, but a list of the principal articles amay not be deemed either inappropriate or uninteresting.
They are as follows, in the printing department; 35 Adams printing presses; 9 oylinder printing presses; 6 forder printing presses; 6 hydraulic presses, for dry pressing; 11 folding machines, 2 cutting machines, 7 cutting machines, 5 backing machines, and a large number of sewing benches, &c.

backing machines, a board cutters, a emboas-ing presses, I smashing machine, and a large number of sewing benches, &c.

All this machinery is driven by one engine of forty-horse power and one of ten-horse

ACCRECATE DISBURSEMENTS AGGRIGATE DISSURBERENTS.

The following table will show the disbursements, under their appropriate headings, the details of which are given in statements Nos. 3, 4, 5, and 6, during the year ending on the 30th of September, 1865, as compared with the corresponding years of 1862, 1863, and 1864.

	and 1804, VII:	
	1562.	1863.
	Public printing \$172,531 02	8253,660 BO
	printing 206,437 21 Lithographing and en-	*800,802 06
	graving 23.759 27 Public binding 146,682 03	64,126 38 233,945 50
	Total 649,590 13	1,404,539 04
	T864	1665
	Public printing \$328,249 34 Paper for the public	\$400,550 14
	printing	11,265,959 61
	graving 75,391 79	96,007 04
24	Public binding 302,947 19	\$387,188 00
٠		P. F. S. March S.

green is an follown:

Report on the Eighth Consus, in four quarts columns, Three volumes of this work

have been printed, and all but a portion of the third volume have been bound and deplivered; these comprises 2,230 royal quarto pages, (mostly tabular, in small type,) of which 24,050 copies were printed. The remaining volume will make about 759 pages, one-fourth of which is in type. The printing of this volume is necessarily suspended until the documents communicated to Congress at the commensement of the present seasion are the commensement of the present seasion are completed. It will, however, be printed and bound before the adjournment.

\*\*Reports of the Commissioner of Patents for 1865 and for 1864. The report for each year will make about 1,500 pages, to be bound in two volume, of which 40,000 copies, in addition to the usual number, (1,850, 1 are ordered to be printed. For the report for 1865 will be communicated to Congress at its present seasion, which will make three of these superest then on limit. Of the 40,000 extra copies of each of these reports, and propies ordered to be printed and hound before the extra copies of each of these reports, and propies ordered to be printed. The report for 1865 will be communicated to Congress at its present seasion, which will make three of these superest then on limit. Of the 40,000 extra copies ordered to be printed. The property of reducing the number of congress at its present seasion, which will make three of these superest then on limit. Of the 40,000 extra copies or each of these reports, and the length of time required to print and bind them, the specification of Congress.

Cant Survey Report for 1864, quarto.—This will make a volume of about the usual size. The preparation of the maps and charts (of which there are 40 for this volumne) is necessarily slow and tedious, and is the cause of the delay of its publication. It will be ready for distribution before the addition of Congress.

Paren for the commended for the consideration of Congress.

Cant Survey Report for 1864, quarto.—This will make a volume of about the usual size. The preparation of the maps

the archives of his department since the first day of December, eighteen hundred and sixty, to the present time, and during the entituous of said rebellion, which may be in his opinion, proper to be published with said correspondence, reports and documents, which shall be published in their proper chronological order." A very large quantity of manuscript cembracel in nearly all the battle reports for the years 1861 and 1862; has been furnished under this resolution, but I have yet been unable to commence printing it. It is contemplated to take it up as soon as the office is relieved from the pressure occasioned by the voluminous documents as accompanying the annual message of the President to Congress, and to progress with President to Congress, and to progress with it as rapidly as possible. Ten thousand copies, in addition to the usual number, (1,560,) are ordered to be printed. The estimated copies, in addition to the usual number, (1,560,) are ordered to be printed. The estimated cost of printing and binding this work is one dollar and fifty cents per volume, or the sum of \$17,335 for the number of copies ordered (11,550) of each volume. The number of volumes required to complete the work cannot be stated with any degree of precision at this time, but, estimating the work cannot be stated with any degree of precision at this time, but, estimating the work cannot be stated with any degree of precision at this time, but, estimating the work cannot be stated with any degree of precision at this time, but, estimated to the present is seen of \$250,000.

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